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11, Hongkong, 6th November, 1908.

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Correspondents must forward their names and ad-
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BIRTH.

At Footow, on the 5th November, the wife of
C. H. M. BALFOUR, of a daughter.HONGKONG OFFICE: 104, DES VOGES ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 13TH, 1908.

Now that PRINCE BULOW, the German Chancellor, has delivered his reply in the Reichstag to the numerous interpellations addressed to him with regard to the Emperor's statements published recently in the London Daily Telegraph, the storm of excitement over the subject will doubtless abate. So far as the people of Great Britain are concerned, they, at any rate, must now feel better assured of the groundlessness of the suspicion, so widely entertained during the last couple of years, that the extraordinary development of the German Navy was inspired by hostility to Great Britain. Though the whole object of the Kaiser's interview was to dissipate this mischievous suspicion, we are disposed to think that the storm of protest the interview evoked in Germany has done more to achieve the Emperor's purpose than His Imperial Majesty's own statement, for it has brought into prominence the fact that there is in Germany an influential body of opinion which repudiates all suggestions of hostility to England, and desires to strengthen in every possible way the friendship existing between the two countries. When we come to reflect on what gave rise to the "constant misrepresentations by a section of British opinion of his unceasing offers of friendship" which the KAISER said in the course of his famous interview, he resented as a personal insult, we think the origin of the suspicion which has prevailed in England

is mainly traceable to his Majesty's own words and actions. There was, for instance, his famous signal to the Tsun at Revel six years ago: "The Admiral of the Atlantic greets the Admiral of the Pacific"; then there are on record such memorable epigrammatic utterances as "Our future is on the water," and "The trident ought to be in our fist." The KAISER may not have meant all that these epigrams convey, but HIS MAJESTY can scarcely complain that the British public have interpreted these utterances as voicing ambitious hostile to British naval supremacy, and constituting therefore a menace to Britain's world-wide empire. Until the Emperor's interview was published indicating that Germany's naval programme was inspired by fear of the "Yellow Peril" no explicit explanation of these extraordinary naval developments had been given to the world, and it is not surprising therefore that it was interpreted by the light which such utterances as we have quoted were supposed to shed on German policy. Yet it has always been difficult to reconcile this view with His Majesty's public speeches in which he has voiced an aspiration for the peace of the world. Only about three months ago the Emperor, speaking at Strasbourg, "rejoiced to be able to express his deepest conviction that the peace of Europe is not in danger and that it rests on too solid foundations to be easily upset by the incitements and calumnies provoked by envious and ill-disposed individuals" and yet, as the Emperor himself said in his famous interview, he has been regarded as "the arch-enemy." It is strange that HIS MAJESTY has not apparently discerned that the suspicion of which he complains is based on his own utterances and on nothing else. Germany is perfectly within her rights in building as large a navy as she likes, but whatever may be the inspiring motive it has long been a settled policy in England that there must be no departure from the two-Power standard in the naval shipbuilding programme. The recent disavowals of hostility do not affect that resolve in the least. With regard to what has been said of the purpose of Germany's navy in this part of the world we have not observed that it has caused any excitement on the part of either China, Japan or America. It was not suggested in the interview that any maritime adventure in the Far East was contemplated, and probably out here few people entertained any other thought than it was the Kaiser's idea that before many years have passed the East would adopt an aggressive attitude in this part of the world towards the West and that the West must prepare to defend its interests against the growing power of the East. We hope and believe, however, that the day is far distant when the "problem of the Pacific" will need to be solved in any other way than by the peaceful efforts of diplomacy, and we may find abundant assurance on this point in the conventions to which England, Japan, Russia, France, and the United States have subscribed.

We are asked to mention that the Election Contest which takes place at St. Joseph's College tomorrow commences at 7 p.m. instead of 8 p.m.

Yesterday Hongkong experienced its first taste of winter. The thermometer at the Peak station in the morning at nine o'clock was down to 58 degrees; at the lower station it was 12 degrees higher.

We are given to understand that the recent serious depression in silver has been brought about by sales on Indian account. For some months past the market has been practically dominated by a group of Bombay speculators who have apparently undertaken more than they can conveniently carry, and silver will not find its proper level until this pernicious influence is eliminated.—N. C. Daily News.

The following paragraph in a Peking paper must have caused a flutter in the "doctors" of the Legation quarter at Peking: "The interpreters who accompanied the Dalai Lama on his visit to the Foreign Ministers have taken notes of the various conversations. These will be written up and handed, for information, to the Grand Council, the Wai Wu Pa and the Board of Dependence." Some of these conversations will doubtless prove very interesting reading for the Chinese Government officials.

At the Marine Magistrate's Court yesterday, before Lieutenant C. W. Bookwith, R.N., the masters of seven steam launches were charged with unlawfully allowing their craft to be alongside Observation Street wharf in such a manner as to prevent the free access of other vessels. Six of the defendants pleaded guilty and were each fined \$10, in default one month's imprisonment. The other defendant, the master of the military launch "Jubilee," said he had been instructed by an officer to remain alongside. His Worship found that this had been the custom when landing troops for the King's birthday parade and dismissed the case. He suggested to the Army Service Corps, however, that in future when they required this wharf to land and embark troops they should notify the Harbour Department and the police. This would stop any trouble re obstructing.

Duke Tai Tan, who is President of the Board of Finance, is evidently devoting much attention to the reform of China's currency. Recently he summoned a meeting of the Board to consider (1) the settlement of a national system of currency; (2) the issue of paper notes; and (3) the opening of more branches of the Imperial Bank in the Provinces.

The new Siamese postage stamps which are to be issued this month on the occasion of the longest reign celebration in Bangkok, are larger than the ordinary stamps, both broader and longer, and instead of the portrait of His Majesty, the new statue of the King has been reproduced. The statue has been very carefully printed and the stamp is of handsome design.

Two Chinese were brought before Mr. C. D. Melbourne at the Magistrate's yesterday charged with being concerned in the robbery of Miss Storr of the Victoria Home, Kowloon, on October 28th when four men set upon her and snatched a bag containing \$428 from her hand. One defendant was discharged and the other was sentenced to six months' imprisonment and to receive 24 strokes of the birch.

The Peking correspondent of the Times, writing on the visit of Dalai Lama to Peking inquires: "Why has the Government summoned the Dalai Lama here and closed its eyes to the complaints of the molested population? Because this great religious Prince, theoretically a vassal of China, is actually the undisputed ruler of Tibet, and China wishes to gain his support in organizing this country into provinces, as she is doing with Mongolia at the present moment. Will she succeed in persuading the Great Lama to abandon the temporal power to wield the spiritual alone? The future will show, but it is certain that the Dalai Lama will be able to impose whatever conditions he pleases. In point of fact, China, by receiving him with full ceremonial, as a vassal, and by permitting the suite of this holy personage to ravage the country, avows her absolute powerlessness over Tibet, and shows that she is reduced to employing strategy instead of force to guide the and she proposes."

The schools of the Colony may be congratulated on the results of the Oxford Local examination this year. When it is remembered that the examination papers set for students in Hongkong are precisely the same as those set for students in England it must be considered very creditable to the Colony that 78 Hongkong boys and girls have passed the examination, and that of these 20 were Chinese and 18 Portuguese. St. Joseph's College is represented in the list by as many as 31 students; the Diocesan School and Orphanage (Mr. G. O. Pierce, headmaster) coming next with 18, including the only boy in the honours' list; 13 were from Queen's College; 9 from St. Stephen's College; 3 from the Diocesan Girls' School (Mrs. Tucker, headmistress); and one from St. Stephen's Preparatory Girls' School. Only one privately educated student figures in the list—Miss Phyllis Laumont (Miss Boulton, teacher) and it is interesting to mention that Miss Laumont's two brothers, who are at the Wei-hai-wei school, have this year passed the College of Preceptors examination.

LOCAL SPORT.

GOLF.

The monthly competition for the Captain's cup took place at Happy Valley between November 7th and November 9th. The following cards were returned:—

CAPTAIN'S CUP			
* Capt. Murray	88	12	76
C. F. Dixon	90	13	77
H. C. B. Boulton, E.N.	86	9	77
J. Douglas	90	12	78
24 entries.			
POOL			
† Staff Sergeant Tomkinson	85	16	69
Capt. Murray	88	12	76
C. F. Dixon	90	13	77
H. C. B. Boulton, E.N.	86	9	77
J. Douglas	90	12	78
W. H. Maundrell	85	3	82
A. V. Campbell	94	12	82
11 entries.			
* Winner of Cup.			
† Winner of Pool.			

BASEBALL.

A meeting of those interested in the promotion of the game of Base Ball by the Beach All-American Base Ball Club was held at the offices of the Pacific Mail Steamship Company last evening. Details of the arrangements were discussed and it was decided to call a meeting for next Thursday, the 19th November, when it is hoped arrangements will be completed, and published.

RIFLE SHOOTING.

We are asked by Mrs. H. W. Bird, the acting hon. Secretary of the Ladies Rifle Association to state that entries for the Affinity competition in connection with the C. U. S. R. A. to be held at King's Park Range on November 16th should be sent direct to the Hon. Secretary. Entrance fee \$3 per pair. Ladies will fire at the 95 yards range; gentlemen at 240 yards. \$63 rifles and ammunition will be supplied to gentlemen. Members of the Ladies Rifle Association are provided with the Club rifles. Open to pairs of ladies and gentlemen, members and non-members.

CRICKET.

In the match between the "A" Team C. S. C. C. v. Craigengower "A" the following will represent the former on Craigengower ground at 2 p.m. on Saturday next:—A. M. Thornhill (Captain), E. E. Beach, C. Road, L. E. Brett, C. F. Burdett, H. Coombs, W. S. Digges, H. Ellis, A. Gibson, J. Mackay and F. Sutton.

Reserves:—G. O. McIntosh, S. J. Clarke and W. Galt.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

REICHSTAG AND KAISER.

LONDON, November 12th.

All parties in the Reichstag have denounced the absolutism of the Crown. The greatest excitement was manifested and the debate was closed.

[WIRELESS SERVICE.]

THE LORD MAYOR'S BANQUET.

LONDON, November 10th.

Mr. Asquith, the Premier, speaking at the Lord Mayor's banquet deprecated the talk about hostile groupings of the Powers and re-echoed the Kaiser's wishes for peace. The Government meant to maintain an indubitable supremacy of the navy, not for aggression or adventure, but for the fulfilment of the duty of the Empire. The Premier declared that the settlement of the Balkan question must be consistent with the honour and the interest of Turkey.

THE CASABLANCA INCIDENT.

LONDON, November 10th.

M. Cambon and Herr Kiderlen Waechter have signed a declaration in Berlin regretting the violence of subordinate officials at the Casablanca incident, and referring the whole matter to arbitration.

GERMANY.

LONDON, November 10th.

The Reichstag was packed when Herr Basserman, the spokesman of the Liberals, fearlessly condemned the interventions of the Kaiser, and pointed out the unfavourable impressions produced everywhere by the report of the interview, also the unfortunate effect on China, Japan, and the United States when they heard that the fleet might be intended to operate in the Pacific.

Prince Buelow stated that during the past stressful days he had obtained the conviction that the Emperor would practise a greater reserve in the future; otherwise no Chancellor would accept the responsibility of office.

DEPORTING A COLONY.

The entire Hindu colony in British Columbia, including more than two thousand persons, is to be moved to British Honduras. The plan for their transference is the result of negotiations between Sir Wilfrid Laurier, the Canadian Prime Minister, Lord Strathcona, the High Commissioner in London, and the Governor of Honduras. The Imperial Government will share the cost of the transportation. The Hindus are anxious to migrate, and will be employed in building railways. The plan was arranged in London recently at a meeting between Lord Strathcona and the Governor of Honduras.

AMUSING DUEL IN A TRAIN.

A passage at arms was rather more amusing than is usually the case in a car running on the electric railway between Poillip and Napoli last month. A portly priest asked the conductor a question and received an answer, which he deemed was discourteous; thereupon the offended priest balled the conductor as "a back meat" and "a thickhead" and then boxed his ears. The conductor sought out a long iron rod and advanced to the attack with the object of running the portly priest through the body. However, before the conductor could get along the car, the priest, seeing the attack approaching, seized the sword from its scabbard the property of a colonel, and stood forth to defend himself. The priest parried the charge skilfully; in fact, so well did he get to work that the conductor threw away his iron rod and fled, followed by the priest who belaboured the fleeing foe as well as he could in the confined space. At last the pursued conductor into a big basket of eggs, head first, and the priest was able then to give the taller foe a sound drubbing before the poor man could get free of the basket and the smashed eggs. It may be mentioned that the incident afforded immense amusement to the other passengers; the laughter attracted the police, who, seeing that part of the encounter which was confined to the unfortunate egg-basket, walked, the priest and the conductor off to prison. The useful sword was restored duly to the colonel.

BOY SAVANT.

The following story comes from Boston U.S.A.:—A ten-year-old prodigy of learning, William J. Sidis, has astonished the intellectual world of Boston by passing the entrance examination into the Massachusetts Institute of Technology, the highest institution of its kind in the United States, where the average age of entrants is twenty-two.

The boy is attracting the attention of psychologists, who consider that he gives support to the theory of inherited characteristics. His father, Dr. Boris Sidis, is a Russian of exceptional intellectual attainments, and his mother is a physician of unusual skill. The youngster could read and write at two years of age, and at four he spoke fluently, and read at sight four languages. Now he is capable of holding his own in discussions on the nebular hypothesis, or debating abstract problems in trigonometry.

RAND GOLD PROFITS.

The Johannesburg "Star" gives some interesting details regarding the expansion of the mining industry to be expected within the next three years, basing 165 calculations on the construction and development in hand. It reckons that within six months there will be the equivalent of 1,800 more stamps during 1909 and 1910 the equivalent of 1,815 stamps more will be added, and subsequently the equivalent of a further 1,600, increasing production by 50 per cent. and profits by \$500,000 (half a million) sterling monthly.

SUPREME COURT.

Thursday, November 12th.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR FRANCIS
PIGGOTT (CHIEF JUSTICE).

APPLICATION FOR ADJUDICATION.

Re the Taen On Company.

Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) appeared for the petitioning creditor. Mr. Crowther Smith (of Messrs. Alameda and Smith) appeared for one of the partners in the debtor firm, and Mr. C. F. Dixon (of Messrs. Hastings and Hastings) for the other two.

Mr. Goldring said the first meeting of creditors was held on March 17th and adjourned, and the second was held on September 6th when it was resolved by the necessary majority that the debtor should be adjudicated bankrupt and Mr. Wakeman appointed Official Receiver.

Mr. Dixon said he had not had notice of this application. This was an old matter and he appeared formerly for two of the partners in the debtor firm who opposed the receiving order. His Lordship ordered an issue to be tried as to whether Mr. Dixon's clients were partners and also as to the act of bankruptcy.

Mr. Goldring—They abandoned it.

Mr. Dixon—They did not.

Mr. Goldring—Mr. Dixon's clients were given notice of the second meeting, and they did not attend.

His Lordship (to Mr. Dixon)—You say that issue was tried on your application?

Mr. Dixon—No, I opposed the receiving order, and your Lordship ordered an issue.

His Lordship—Whose allegation was it made on?

Mr. Dixon—I appeared for two partners in the debtor firm and we alleged that the petitioning creditor had conspired with the third partner to throw the firm into bankruptcy. We further alleged that the partner who had committed the act of bankruptcy was not in such a position of management that he could commit an act of bankruptcy, and we further disputed the petitioning creditor's debt and said that the promissory note given by the hostile partner was advanced for the hostile partner's benefit.

His Lordship—Apparently the burden of proof was on you. You alleged certain things which caused the issue to be tried and nobody has taken any steps. We cannot have an issue hanging on for six months.

Mr. Dixon—I did not know of this. I think I was entitled to notice.

Mr. Goldring—I am quite sure Mr. Wakeman gave everybody notice.

Mr. Dixon—I did not attend the meeting of creditors.

Mr. Goldring—You came in just after the meeting was over.

Mr. Dixon—Will your Lordship allow the matter to stand over for a week? The Official Receiver has no objection.

Mr. Goldring—We want to get on with the bankruptcy.

His Lordship (to Mr. Dixon)—Are you serious in your contention?

Mr. Dixon—I think I am entitled to have an opportunity of considering what my position is.

His Lordship—You have had time since April.

Mr. Dixon—The matter was brought before your Lordship since April. It was brought before Mr. Justice Gompertz in the form of an issue, and he referred it back to your Lordship.

His Lordship granted the adjournment order.

A QUESTION OF DOMICILE.

Re Chan Yee Shan.

Mr. Smith appeared in this matter on behalf of the petitioning creditor to apply for a receiving order, and Mr. Otto Kong Sing appeared to oppose the petition.

Mr. Kong Sing thought the onus of proof was on the petitioning creditor.

Mr. Lordship—You allege something?

Mr. Kong Sing—Yes.

His Lordship—Then it is on you.

Mr. Kong Sing—I can put my witness in the box. There is a notice of intention to go on. I thought before the issue was tried that we should decide what it was.

His Lordship—The issue is quite clear.

Mr. Kong Sing then called his client, who said he resided in Amman.

The further hearing was adjourned.

—THE ALLAN ESTATE.

Re S. E. M. Allans.

In this case Mr. C. F. Dixon (of Messrs. Hastings and Hastings) represented the debtor and Mr. J. Scott Harston (of Messrs. Evans and Harston) and Mr. Otto Kong Sing appeared for creditor.

Mr. Dixon stated that when this case was before the Court last week his Lordship adjourned it because he was not satisfied as to the sufficiency of the assets. In this case the assets consisted of \$12,600 payable by monthly instalments of \$400 a month. There was a declaration on the file stating that the liabilities amounted to about \$27,000, so the assets would yield nearly 50 per cent.

His Lordship—I don't follow that.

Mr. Dixon—The assets are \$12,600.

His Lordship—The assets are \$400 a month for three years.

Mr. Dixon—That is so. At a meeting of creditors held on November 4th, as shown by an affidavit filed by Mr. Hastings, three were creditors present whose debts amounted to about \$15,000, and they unanimously resolved that the debtor should be made bankrupt. It is in the interest of the creditors that he should be made bankrupt. In addition to the creditors who attended the meeting I understand that Mr. Harston, who appears for the National Bank, is agreeable to a receiving order being made.

Mr. Harston—It is only for the purpose of protecting the assets that I consent.

Mr. Dixon—Some of the creditors suggest that this sale was not a bona fide sale. But

your Lordship cannot deal with that now as the purchaser of the property, Mr. Marston, is not before your Lordship. If it is not a bona fide sale the Official Receiver will be the proper person to tackle that.

His Lordship—Why shouldn't I consider now whether the sale is a proper one, and likely to be carried through? I might make an order, as Mr. Harston suggested, to protect the assets, but he must have some assets to protect.

Mr. Harston—As far as the \$400 a month is concerned, I don't at all acquiesce in the way Mr. Dixon is putting it. We would prefer to have the estate ministered in bankruptcy provided this sale could be set aside.

His Lordship—Supposing I make the order I do not wish it to be understood that I sanctioned this idea of \$400 a month.

Mr. Dixon—If your Lordship makes a receiving order that can be considered afterwards. When this meeting of creditors was held on the 4th, all seemed to have thought that this sale ought not to have taken place, and they unanimously agreed to a receiving order being made in order that they might consider the position with the Official Receiver as to whether the sale could be opposed.

Mr. Kong Sing—I oppose the making of an order.

His Lordship—I am quite satisfied, as the case is now put before me, that it is a proper case for an order.

Mr. Kong Sing—Will your Lordship make an interim receiving order and appoint a receiver and manager at once? So long as the property is taken out of the hands of the present person to whom it is alleged it has been sold, well and good. If a manager is not appointed, the goods may be divided.

His Lordship—I think it would be wise for me to appoint a manager.

Mr. Dixon—Subject to any rights which the purchaser may have.

His Lordship—You don't appear for the purchaser?

Mr. Dixon—Yes I do.

His Lordship—No, you don't, you have no locus standi.

Mr. Dixon—As much as my friend!

His Lordship—Oh no, you haven't. I think this is a case for a manager. It is not a sale which the Official Receiver in bankruptcy could possibly sanction.

Mr. Harston—It is an assignment of all his assets.

Mr. Dixon—It does not follow that it is a sale the Official Receiver can upset?

His Lordship—The Official Receiver will take such steps with regard to the sale as he thinks proper, and appoint such a manager as he thinks fit.

Mr. Dixon—Will your Lordship give me liberty to apply in Chambers on behalf of the purchaser? He says he is the owner of the property.

His Lordship—The Official Receiver must start it.

Mr. Dixon—At the present time we must consider whether that sale was a good sale. Your Lordship is giving power to the Official Receiver to appoint a manager of somebody else's property.

His Lordship left all questions in this matter to be decided by the Official Receiver.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING JUSTICE CLERK).

A DISPUTED CONTRACT.

Messrs. Wallam and Co. were sued by Lui Pai Wong to recover \$1278.04, being as to \$1,179.04 due for work done for and on behalf of the defendants, and as to \$100, amount deposited with the defendants as a guarantee for the due performance of the work. The plaintiff waived the sum of \$278.04 to bring the action within the summary jurisdiction of the Court.

Mr. G. E. Morrell (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiff and Mr. F. F. Hett (of Messrs. Bruton and Hutt) for the defendants.

Mr. Morrell said the claim was for work done in connection with the steamer "Christian Bore." The defendant's comrades had already admitted the contract and had made an offer of \$1,000 in settlement, but had refused to pay any costs.

After hearing the evidence, his Lordship entered judgment for plaintiff with costs.

THE NEW P. AND O. STEAMERS.

The largest vessel yet built at Greenock, the "Malva," a twin-screw steamer of 11,500 tons gross measurement, was launched on Oct. 10 from the yard of Messrs. Caird and Co. She is the first of two similar vessels to the order of the Peninsular and Oriental Company, the second vessel, the "Mantua," being on the stocks adjacent to those just vacated by the "Malva" and nearing the launching stage. A third and similar vessel, the "Mores," was launched in August from the yard of Messrs. Barclay, Curle and Co., Whiteinch, this also being the largest steamer ever sent off the stocks at Whiteinch. All three vessels are intended for the P. and O. Company's service to India and Australia. They will be the largest in the fleet, which they will augment by almost 35,000 tons, bringing the total tonnage up to 45,000 tons, and the average of each ship of the existing fleet up to 6,750 tons. The dimensions of the "Malva" as of her sisters are:—Length, 560 ft.; breadth, 61 ft.; and depth (to spar deck), 38 ft. 3 in., and she is fitted with accommodation of the highest class for 400 first-class and 200 second-class passengers. She will be fitted by her builders with quadruple expansion engines capable of propelling her at a high speed. The vessels will be steered and her cargo will be worked by hydraulic gear of up-to-date character for rapidity and silence in working.

SHOT IN A STREET RIOT.

CORONER'S INQUEST.

At the Magistrate's court yesterday afternoon Mr. J. R. Wood, sitting as coroner, conducted an inquiry into the circumstances of the death of Chai Loi, who was fatally shot in the street riot on November 2nd. The jury was composed of Messrs E. A. Long, C. D. Sullivan, and C. B. Hayward. Chief Inspector Baker represented the police on behalf of Inspector Smith who has had to return to hospital.

Dr. Koch, of the Government Civil Hospital, said that on November 2nd a Chinese whose name was stated to be Chai Loi was admitted to hospital suffering from two wounds, one on each hip, said to have been caused by a bullet. He was in a condition of shock and apparently bleeding inwardly. His condition necessitated an operation, as it was thought his intestines were perforated, and witness operated on him. He found the intestine perforated in seven places. The wounds in the hip were one continuous wound caused by the tearing of the bullet. He called a little after the operation but died next morning. His condition was hopeless from the first. Hemorrhage, perforation of the intestine, and the bullet wound were the cause of death. He was of opinion that the bullet must have struck direct without hitting any other object first.

Chief Inspector Baker said he was not present when the shooting occurred. He posted certain constables for picket duty in the city. These pickets had been on duty since 9 p.m. on Sunday evening. A picket was on duty near the "Land we live in" Hotel. His name was C. E. Brook. He was accompanied by an Indian policeman. Witness visited the picket about 12.30 shortly before the firing took place. He returned about 1.30. At 1.30 everything appeared to be quiet, but at 1.30 he brought up a body of police, having in the meantime been informed of the disturbance. On arrival there he found dense crowds in the street and a quantity of bricks and tiles on the roadway. There were about 500 coolies and they were making a great noise. At that time three bluejackets passed in richness, and made the remark "Harry up, your man are getting a rough time." Witness told the man to charge. They said the butt ends of their carbines and drove the mob along to Hollywood Road. The greatest crowd was in the lane opposite the old market. When his men charged stones were not thrown. The crowd fell back when they saw the police preparing to charge. When witness got near Hollywood Road he saw the deceased lying on the roadway, with Sergeant Hedge standing beside him. The sergeant said he had sent for an ambulance and witness told him to accompany him to the hospital. While they were attending the man the crowd had gathered in Jervois Street and the police having been reinforced, charged the crowd. Stones were then thrown. During the disturbance the police were armed with carbines and supplied with ball cartridges, while several European police carried revolvers. The Hongkongs had muskets only.

P. C. Brook was questioned by the Magistrate before giving his evidence. He stated he went on duty on the day in question in Queen's Road at 12 p.m. Cooper and three Indian constables were with him. Witnesses carried a revolver and six rounds of ammunition. The Indian constables each had a carbine and ten rounds of ball cartridge. They advanced from No. 5 station towards Jervois Street leaving two Indian constables of guard at two shops in Queen's Road, and witness was placed on guard at a shop near the "Land we live in," while Sgt. Cooper was placed on guard in Jervois Street. Sgt. Cooper came to him for assistance but before witness reached Jervois Street the sergeant sent him to ask for the assistance of three petty officers who were in the International Hotel. All five then went into Jervois Street, where a tremendous crowd was attempting to break into shops. On seeing the police and the officers the mob turned their attention to them and threw bricks and tiles at them. They charged the crowd repeatedly with truncheons and on most occasions the crowd fell back when charged. Some Chinese stood out from the crowd and incited the rest to violence, and the outlook became so bad that the police had to fall back from Jervois Street by way of Morrison Street. They charged the crowd about 1.15 p.m. The police fell back on the "Land we live in" because the crowd was pressing them, and the crowd threw bricks and bamboo at them. Some of them were armed with hooks. The police stood under the verandah. Things became so bad that Sgt. Cooper drew his revolver and fired one round in the air. The crowd took no notice but continued to throw bricks. Sgt. Cooper left to telegraph for assistance, and the remainder charged the crowd repeatedly. They had always to return to shelter to protect themselves and guard the shop. An Indian constable was struck by a missile on the temple. This was not the first casualty as one of the petty officers was badly handled by the crowd. The other Indian constable bandaged his comrade's wound, and while witness discharged his revolver three times in order to cow the crowd which was pressing them, petty officers Wright and Beer picked up the Indian's carbine and fired. The crowd did not give way at all, but reinforcements came up and the crowd fell back. Then it was discovered that a man had been wounded. From where they stood, thick dense crowd blocked Queen's Road.

Police Sgt. Cooper said he was in command of the party of which P. C. Brook was one, on November 2nd, his duty being to keep order in Queen's Road and Jervois Street. They charged the crowd in Jervois Street from 12.30 till 1.30 or 1.45, and had ultimately to fall back into Queen's Road, the crowd being too much for them. Stones, bricks and pieces of wood were thrown at them. He posted a party at the "Land we live in" consisting of P. C. Brook, three petty officers of the Royal navy and two Indians. Stones and bricks were thrown at them and the crowd became thicker. Repeatedly the police and naval men charged the mob. Then witness drew his revolver and fired it in the air in order to show the crowd that they had loaded firearms and would use them, if necessary. Before going to telephone for assistance he told P. C. Brook not to fire and not to allow the Indians to load their carbines. He had to go a third time before he could communicate with the Central and had to go to No. 5 Police Station for assistance. He returned with Sergeant Hedge and several Indians and found that a man had been shot. Witness asked "who fired?" Petty officer Wright replied "I did."

Petty Officer Wright, of the "Alacrity," having been cautioned by his Worship, said that on November 2nd he was in the International Hotel with two petty officers. Sgt. Cooper hailed them to assist in keeping order, and they helped the police, charging the crowd for about one hour and a half. The crowd becoming too strong for them, they fell back to the "Land we live in," where the crowd closed in on them on every side. Bricks, flower pots and bottles were thrown at them and two men dressed differently to the others carried revolvers in one hand and Chinese placards in the other. They kept calling out "tal tal!" About three revolver shots were fired from the crowd, one of which narrowly missed his shoulder. The party stood this for about a quarter of an hour when he heard an English voice saying "fire in the air," the crowd being then within ten yards and some of the men displaying hooks. Another charge was made during which witness was separated from his associates. He was separated for some time during which he had his head cut open in several places. He captured one of the ringleaders and pulled him through the crowd. When the order to fire was given firearms were discharged. Witness was struck on the breast with a brick. This made him feel a little giddy. On recovering he asked one of the Indians for his carbine and on receiving it asked for some blank cartridges. He was informed that they had only ball cartridges. He took two rounds and fired one shot at an angle to clear the mob and pass over the houses. The Indian constables ran away and as the crowd again became dangerous he fired a second round, receiving at the same time a blow from a brick on his shoulder. This made him semi-conscious and he handed the carbine over. Then reinforcements arrived and his two colleagues took him to the Central Police Station where he learned that a man had been shot. He told Inspector Smith that he had fired two or three shots. He only fired two. The Indian constables ran away after they were hit. The reason they fired was because they were outnumbered. He informed the police that the revolvers were fired from the crowd.

P. C. Brook recalled said shots were fired from the crowd. He could not say how many. Perhaps there were two. When he fired in the air Petty officer Wright also fired.

Sgt. Cooper was recalled.

You stated that when you returned to Queen's Road you found this body on the pavement. You spoke to Wright about it—I spoke to him before I went to the body.

Did you draw his attention to it?—No. He says he did not know until he went to the Police Station that a man had been shot? Is this true?—I could not say.

Petty Officer Beer spoke to assisting the police on the occasion in question, Sgt. Cooper supplying him with a stick to use in charging the crowd. When matters became serious, witness at the request of Sgt. Cooper went off and obtained the assistance of three Indians. The sergeant then went to get reinforcements. The crowd charged and some one said "better fire on them." Some one fired and witness took the carbine from the wounds. Indian said it did one round. Altogether he fired three or four. After the first shot the crowd came up but he brought the carbine to the present and they fell back. They carried on like this for some time and he fired again. From the first shot till the last the firing must have lasted for about twenty minutes. Witness fired in the air. He was accustomed to the use of rifles. He did not fire at the mob.

Did you see this man fall?—I was firing up the street.

You consider none of your bullets could have hit him?—No Sir.

What did you first know a man had been hit?—I saw him on the footpath. I saw Sgt. Cooper go up to him: I did not know he was shot. I was told he was the man.

When were you told that?—After leaving the place.

James Buchanan, a petty officer, deposed to seeing Constable Brooks fire his revolver in the air. Petty Officers Beer and Wright both fired rifles. They fired high, but he could not say how often they fired.

The father of deceased said that on the day in question his son was taking some guests to make purchases.

Ludian P. C. 651 testified to being struck by a stone during the riots. He did not know who fired, as he was sleeping for about five minutes.

Petty Officer Buchanan, recalled, said shots were fired at the police from the mob.

Indian Constable 794 said he handed his rifle to a European constable who passed it on to a sailor, and the sailor fired two shots. He fired high. He did not see any shots fired by the crowd. They only threw stones.

Police Sergeant Hedge bore testimony to Sergeant Cooper calling on him for assistance, as the mob had taken charge. When witness appeared on the scene he saw the constable and one sailor with arms at the ready near the "Land we live in" Hotel. Witness told the police to unload, and they did. Then the crowd made a rush at the police and had to be beaten off with batons. Witness saw that a man had

been shot, and was told by the crowd that a sailor had shot him. Witness would not have fired without orders from a superior authority.

The Coroner, in summing up, told the jurors there was nothing before them to show from which rifle this bullet came. They could not hold anybody responsible for the death of the man. In order to bring in a verdict of manslaughter they would have to have evidence that one person had fired the shot that actually killed this man. There was no such evidence and it seemed to him that they had no option but to bring in a verdict of accidental death.

The jury retired at five minutes past five, returning into Court ten minutes later, when they brought in a verdict of accidental death caused by a bullet wound fired by the police or one of the petty officers from H.M.S. "Alacrity" who assisted the police in suppressing the riot. In the circumstances the jury considered their action in being quite justified. They also wished to commend the action of the three naval men in going to the assistance of the police.

His Worship remarked that he been struck throughout by the tact and self-control shown by the police. Both as individuals and as a force they had every reason to be proud of their record during the riot. He agreed with the jury further that the petty officers were to be commended in answering the call of the police on this occasion. At the same time he did not find himself altogether in agreement with the verdict of the jury. It was a serious matter to use firearms in a riot, especially when the police received orders from a superior officer not to fire. His Worship's view was that there was nothing to justify the police officer in departing from his instructions. He further thought that no firearms had been used by the rioters, and that nothing at all occurred which justified the petty officers in using firearms. He agreed with the jury that the conduct of the police, and the petty officers in going to the assistance of the police was to be commended on this occasion. Both the police in general and the petty officers deserved the commendations and thanks of the public, which his Worship gave them. He concluded by discharging and thanking the jury.

LICENSING PROSECUTIONS.

At the Magistrate's court yesterday two interesting summonses were heard by Mr. Wood. G. Bertolone, of 37 Queen's Road Central, and Carl Fiedler, manager of the Café Weissmann, 34 Queen's Road Central, were separately summoned for that they, being adjacent licensees, had unlawfully set by retail intoxicating liquors other than as an adjunct to their business or did keep a public bar. Detective-Sgt. O'Sullivan conducted the prosecution, Mr. E. J. Grist appeared for Mr. Bertolone, and Mr. F. W. Goldring for Mr. Fiedler.

The summons against the former defendant was heard first.

P. C. Brook stated that on Tuesday, 3rd inst., at about 8 p.m., he and P. C. Patterson and two others entered the premises in question and called for three bottles of beer and one lemon squash. The drinks cost \$1.30 in all. He produced the bill.

His Worship—You called for no eatables whatever?—No, Sir.

Were they supplied?—When we called for the drinks cakes were brought in plates, also glasses.

Did you consume any eatables?—No.

His Worship—Do you dispute the facts?

Mr. Grist—No.

Cross-examined—Did you see the defendant?

—After the drinks had been served.

Did you call for any more?—Yes, but Mr. Bertolone refused.

Unless food was ordered?—I don't know about that.

His Worship—Mr. Bertolone is the licensee of these premises?

Witness—Yes.

His Worship—Are these facts similar to what you wish to prove in the other case?

Sgt. O'Sullivan—Yes with the exception that I was supplied with beer myself.

Mr. Grist submitted that defendant could not be held liable on a criminal charge for the action of his servant. They had it in evidence that he was absent, but directly he came in and liquor was called for without food he said "you can't be supplied." Defendant had used every endeavour not to create any breach of his license; in fact he had a note on all his tables warning customers that they must call for something to eat.

His Worship—How long has it been on the tables?

Mr. Grist—Since the summons.

His Worship—It is not relative to the summons.

Mr. Grist—The system is perfectly clear. This bill is one of many, and the responsible cashier ought to have noticed that drinks only were supplied. This matter is two-sided. It is a matter of revenue, such license being only half the fee of a full license. It is also a matter of regulating the drink traffic, because the justices would not have been willing to grant a full license to these premises. The matter is more serious because there is a previous conviction against the Japanese restaurant for a similar breach. The defendant cannot plead ignorance. I fine him \$10.

The summons against Mr. Fiedler was then heard.

Mr. Goldring said this case was different, because the license transferred from Mr. Weissmann to Mr. Fiedler contained no restriction; it was simply a license to sell.

His Worship admitted that this was a distinct point and he would take time to consider it.

Mr. Goldring asked that the summons be made more explicit.

Adjourned for a week.

PARIS LETTER.

[WRITTEN FOR THE "DAILY PRESS."]

October 9th.

Now that Paris is "herself again" and that most of the Ministers have returned to the capital after the summer vacation, Cabinet Councils have been resumed. So long, however, as M. Fallières remains at Rambouillet, the members of the Cabinet are, of course, obliged to meet at the President's country seat, where, after the transaction of State affairs, they are the guests of M. and Madame Fallières to luncheon at the castle. When M. Clemenceau is present he is ever the ruling spirit of the Council. His strong personality brooks little interference, and even M. Fallières may be said to preside only in name. The "battailleur" temperament of the French Premier is not an easy one to manage, and when his liver is out of order—a not infrequent occurrence—his colleagues of the Ministry wisely hesitate to argue with him. When the President of the Republic is in Paris the Cabinet Councils are held at the Elysée. Under the Second Empire they took place at the Tuilleries, in a salon adjoining Napoleon the Third's cabinet or study. The Emperor and his Ministers were grouped round an oval table, covered with a green cloth. Napoleon occupied a *fauteuil* or arm-chair, with his back to the chimney, while the Ministers sat on chairs. While the affairs of State were under discussion his Majesty smoked incessantly, and signed innumerable documents. He was an excellent listener, accepted with courtesy every observation made, even when he did not agree with it, and, when he had an objection to offer, made it with studied politeness. He was also a model of patience, even when his Ministers were more than prolix, and instead of interrupting them, used to make an almost imperceptible movement towards the clock, as if he wished to assure himself that the hour of *déjeuner* had not yet arrived.

In 1859, when the Empress was named Regent, she took part in the deliberations of the Council of the Empire. The ex-Empress Eugénie that is to-day, always had a great deal to say at these conferences, and spoke with much vivacity. The last Council over which Her Majesty presided was held on September 3rd, 1870—a tragic date for the Napoleonic dynasty, as most people will remember. It was the date of Sedan, and that on which the late Emperor and the remainder of MacMahon's army (90,000) surrendered to the King of Prussia. Gambetta was the most striking figure of the Government of National Defence under the Third Republic. When his feelings got the better of him he used to emphasise his opinions at the Cabinet Council by hammering with his fist on the table, and not infrequently he rose from his place, and strode up and down the room, talking all the time and gesticulating as he walked. Your correspondent who was an intimate friend of Gambetta well remembers sitting by his side at a political meeting held in Paris, and getting his new silk hat battered in by a blow from Gambetta's mighty fist! M. Thiers was always delighted when the programme of business at a Ministerial Council gave rise to a debate on Customs duties or tariffs. The Council used to assemble at eleven o'clock, but before that the President of the Republic—"Le petit père Thiers"—as he was familiarly called, being so little—had seen the heads of the various departments and all the functionaries who could throw light on current affairs. The consequence was that when the discussion commenced he was sometimes better informed than his Ministers—a circumstance which was not always to their liking.

To Marshal MacMahon political questions were a bugbear, and with the exception of military questions, it is probable that he took very little interest in what passed at the Cabinet Councils. If a Ministry were defeated by a vote of the Chamber, he showed little emotion. These who presided over the majority of the Government departments were, after all, only civilians, for whom he had the greatest contempt. There was nothing he detested so much as conferring a decoration on a civilian, and when a proposal of this kind came before the Council it inevitably led to an interminable discussion. M. Grévy, in spite of his meanness, was a model President of the Republic, and when he took the head of the table at a Cabinet Council he directed its discussions with skill and diplomacy. His successor, the late murdered M. Carnot, was *thames froit* who let his Ministers talk as long as they wished to, never interrupting them, even by a gesture. It used to be said of him that he was made of zinc, and these who sat with him at the green table at the Elysée might well have believed it. M. Casimir-Périer very soon had enough of the high office to which he was elected. His successor was the decorative Felix Faure. He never came to the Ministerial banquets without a flower in his button-hole, and his famous gaiters which caused so many to smile. His coat was always of the latest cut, and by Frenchmen he will ever be remembered as the "smart" President par excellence. As a politician and statesman he showed no striking merit. One of his little weaknesses was the use of the personal pronoun "we." M. Loubet was genial and agreeable, and whether in the discharge of his multifarious functions outside of the Elysée or presiding at the Councils of his Ministers, he always exhibited a tact and good sense which have earned for him the reputation of one of the best French Presidents.

THE WINE-GROWING INDUSTRY. Marcelin Albert, who schooled something like him during last year's wine crisis in the Midi, in which it will perhaps be remembered, he acted as the leader of the malcontents or grumblers, is again on the war path. He has just issued an appeal to the wine growers of the Hérault for the defence of unscrupulous

wine. He, however, declares that the fall in the price of wine calls for a new campaign, not political, but against the "blood-suckers" of all kinds who offer wine at ridiculously low prices. He is once more ready to put himself at the head of those who are prepared to take action under his leadership. The General Federation of Wine Growers has also taken action, and has put up notices at Agde, in the Hérault, and in the surrounding districts, calling upon the growers not to sell wine at famine prices. Those who do not obey these instructions will be severely boycotted. With regard to the crisis in Champagne brought about by the mildew, the Wine Merchants' Association has decided to make a grant of £18,000 to the growers for measures of protection and relief. A further sum of £24,000 will be advanced for the purpose of loans, and to this the State will add \$96,000, so that in all £134,000 will be thus available.

SILLY FASHIONS. It appears that some of the present-day fashions owe their origin to physical defects. The elevated hand-shake (a stupid custom) is one of these. It appears that a Prince, a leader of society in Paris, had a carpal or some such inconvenient and painful growth on his shoulder. Whenever a friend gave him a hand-shake, the operation, as far as the Prince was concerned, was most painful. To prevent this he raised his hand horizontally to his shoulder. This new method of hand-shake was the universal and admission of certain persons always on the look-out for the latest in society, who thought that the Prince had inaugurated a new fashion, whereas he only did so to relieve pain.

FREE TRADE IN HORSE-FLASH. An agitation has been begun in the North of France in favour of free trade in horse-flesh, or a considerable reduction in the import duties imposed thereon. Horse-flesh destined for the poor man's dinner-table had to pay a higher duty than was levied for the noble animals intended for the pleasures of the rich. Parliament, in consequence of this, is asked to either reduce very considerably or else altogether to abolish the present duties on imported horses, destined for human consumption in this country. Statistics supplied by the sanitary veterinary department with regard to the consumption of horse and ass flesh show that last year 61,503 horses and 1,190 asses were slaughtered for distribution amongst the 700 hippic butchers or retailers of horse-flesh in this city and the suburbs.

LACE HANDKERCHIEFS. Few ladies are aware that it was the unfortunate Empress Josephine who introduced the fashion of dainty lace handkerchiefs in France. Her Majesty suffered from bad teeth, and cast about for some means to hide the defect. The cambric handkerchief with rich lace was the outcome. If the Empress wished to laugh or had to open her mouth widely, the handkerchief was requisitioned. The grace with which she handled it was so perfect that its effect was as agreeable as a silken skin or laughing eyes.

EXAGGERATED COIFFURES. A though in years gone by French women enjoyed a just reputation for the abundance and beauty of their hair, it appears that to-day, owing to the demand for exaggerated coiffures, nature no longer suffices to satisfy the requirements of fashion. Parisiennes have long been accustomed to draw upon the provinces when in need of supplementary locks, and the girls of Normandy and Brittany made small fortunes by selling the luxurious tresses to the hair-dressers' travellers who every year attended the *foires aux cheveux* or "hair-fairs," and bought up the surplus hair of the country maidens and domestics. But now the provinces, either because the fashion for elaborate coiffures has reached them, too, or because they have sold all the hair they could spare, are no longer in a position to cope with the requirements of the hair-dressers, and as a result, Parisian coiffures have been obliged to import large stocks of artificial hair from abroad. Even China has been laid under tribute, but the result is said to be far from satisfactory. Chinese *maîtres* are not worth more than 50 francs the *kilo* (a little more than 2 lbs.), for the hair of the Celestial is hard and coarse, and has to be manipulated with acids before it is ready for use. The tresses of the Normandy and Brittany women are fair, soft and uniform, and easily realise 1,500 francs the *kilo*. Natural white hair in perfect condition realises often twice as much, or 3,000 francs per *kilo*.

THE DUTIFUL CHINAMAN.

A Chinaman residing in Wellington, N.Z., was ordered by the court to pay 2s. 6d. weekly for the maintenance of his wife. The first monthly instalment was accompanied by the following note: "To the Great Prince of the Temple of Justice—O. High Excellence—I quail before thy terrible eyes. Thy message of blue has reached thy servant in regard to his wife. Light of my eyes. In trembling compliance I enclose your Excellence the ten bob demanded."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: On the 12th at 11.55 a.m.—The barometer has risen moderately over China, and fallen slightly in the Philippines.

Pressure is low over the Pacific to the Eastward of the S. part of the Philippines Archipelago.

The depression in the North is still shown to the N.E. of Japan, and the high pressure area remains over the Upper Yangtze.

Very strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	E. winds, fresh; fine.
Formosa Channel.	N.E. winds, strong to gale.
South coast of China between Hongkong and Lemnook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

SPECIAL BARGAINS

HIGH CLASS PIANOS

BROADWOOD. COLLARD.
WEERNER. RACHAIS.
HAAKE. KRAUSS.

MAKERS OF REPUTE
WEAR GUARANTEED!

WILL BE STORED UNTIL REQUIRED

CASH OR CREDIT.

ROBINSON PIANO Co., Ltd.

Hongkong, 13th July, 1908. 36

SHIPPING.

LATEST STEAMER MOVEMENTS
The C.P.R. str. *Empress of China* arrived Yokohama at 4.30 p.m. on Wednesday the 11th inst., and left again at 10 p.m. same day for Kobe where she is due to arrive at 9 p.m. on Thursday the 12th inst.

The C.P.R. str. *Empress of Japan* arrived Nagasaki at 8 a.m. on Thursday the 12th inst., and left again at 4 p.m. same day for Kobe where she is due to arrive at 6 a.m. on Saturday the 14th inst.

The Indo-China str. *Namsang* from Calcutta and the Straits left Singapore for this port on 11th inst.

The N.Y.K. str. *Iyo Maru* (American Line) left Shanghai on the 12th inst., and is expected here on the 15th inst. at daylight.

RE-ENTRY INSURANCE LOSS.

The Waimai str. Shipping Company's steamer Sir John Jackson, which went ashore on Brexton Shoal, Caylon, at the beginning of last month was valued at £2,600. Her cargo of rice and maize, which was insured on the Continent, was valued at about £250,000.

FIVE NEW CRUISERS.

Specifications are now ready to be issued to private builders (says a Glasgow correspondent) for five cruisers of the *Boudicca* type. Their horse power will be 22,000. The outstanding success of the *Indomitable*, and more recently the *Indefatigable* (the fastest cruiser afloat), has practically assured Clyde builders of a good share of the new work.

DISASTROUS RETURNS.

Those who could see no reason for a spurt in shipbuilding until shipping showed some signs of revival seem to have stood on firm ground. The quarterly returns, issued last month by Lloyd's Register, indicate no improvement in the situation in the shipyards. On the contrary, they afford evidence of a distinct setback. In shipbuilding orders of which a good deal has been heard of late could not have been mythical, but, all told, they have scarcely made an impression on the total work in hand. On Sept. 30 last there was under construction in the United Kingdom merchant shipping of a total of 733,373 tons. At the end of June the figure was 739,178, so that there had been actually a reduction to the extent of 5,805 tons. It is pointed out that this is the lowest total recorded by Lloyd's Register since 1898.

It was said that a large number of orders had been held back pending the settlement of the engineers' strike on the North-East Coast, and that these were then hurriedly given out. A fear that shipbuilding material might become dearer was also mentioned as a reason for an avoidance of delay in contracting. How slight these influences have been is now made clear by the returns. With the sole exception of Belfast, every shipbuilding district in the country has less, and not more, work in hand than it had three months ago. It was generally known that Belfast had a good winter's work before it, but it is now clear that it stands quite alone in that category. We are building fewer ships, (says a London contemporary) alike for home consumption and for foreign requirement. Our best outside customer at the moment is beyond all question the Colonies, for which we have under construction as much as 49,000 tons. We are doing a good deal for South American countries, too, for France and Brazil, but a good deal less for Germany.

ACTRESS AND THE MATINEE HAT.

Miss Evelyn Millard, writing from the *Gazette*, Theatre to London contemporary on the subject of the matinee hat says:

"As a manager I sympathise with the ticketholder who maintains that, having paid for his seat, he is entitled to an unobstructed view of the stage, whilst as a woman I feel there is something to be said for the point of view of the lady. Surely it is for the milliners to solve the problem. Just as they have got over the difficulty of the creation both of a practical and becoming headgear for morning, so surely will they—if they set their minds to it—devise a practical and at the same time absolutely becoming theatre cap, a form of headgear barely larger than the head it is designed to cover, and yet, so dainty and charming that every woman would feel happy in wearing it."

THE PHONOPHORE IN INDIA.

The "Civil and Military Gazette" writes: "The extraordinary new instrument, known as the Phonophore, for long distance talking, which the N. W. Railway have just put up between Lahore and Simla, is already from Lahore over the wires with the Commander-in-Chief, Mr. Wynne and Mr. Finney in Simla. Every word was heard over this astonishing interval of space clearly and distinctly at either end, and Lord Kitchener expressed himself as being very pleased. The possibilities of the new invention for military, strategic, political, administrative, and commercial use are so great as to be not easily calculable."

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and should be accompanied by the necessary payment. The Editor is not responsible for the loss of communications. The Editor is not responsible for the loss of communications. The Editor is not responsible for the loss of communications.

NEW ADVERTISEMENTS

FOUND.

WIRE HAIRER TERRIER (BUTCH)
Age between 2 and 3 Months.
Owner can have same on paying cost of Advertisement.
Apply to—J. HENNESSEY SETH,
KENNEDY SMITH & SETH,
No. 4, Queen's Road, Central,
Hongkong, 13th November, 1908. 1560



SANITARY BOARD OFFICE, HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon occupied by members of more than one family, except those within the European Reservation or in Kowloon, South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIME-WASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room, all outside partitions, stair casings and roof linings, all ceilings and the undersides of stairs in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard must have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilmartin Street and Peel Street. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the North and South through the Yau Ma Tei Service Reservoir to the Northern Boundary of Kowloon.

The Government Lime-washing Contractor is prepared to cleanse and lime-wash floors at the rate of \$1.10 per floor on application being made to the Secretary of the Sanitary Board.

A. GIBSON,
Secretary.

Dated this 2nd day of November, 1908. 1661

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 14th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.
Agents.

Hongkong, 12th November, 1908. 1592

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, C. LOMBARD AND SINGAPORE.

THE Company's Steamship

"SAO MARU."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 19th Nov., will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown, for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA,
Hongkong, 12th November, 1908. 1563

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, November 30th 1908, and TWO PRIZE DANCES, on WEDNESDAY, 18th and 25th November, from 5 to 7 P.M.

Spectators (Naval, Military, or Members of the Civil Community) desiring to subscribe to the above are requested to forward their names to the Undersigned.

No Scotsman can attend the Dance and Practices but as a Subscriber.

DAVID WOOD,
Hon. Secretary.

Hongkong, 7th November, 1908. 1599

PUBLIC COMPANIES.

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of ONE SHILLING and SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15% for the year ending 29th February, 1908.

Coupon No. 11 is Payable on 2nd November, at the Chartered Bank of India, Australia & China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 2nd November, 1908. 1521

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE IS HEREBY GIVEN that at a MEETING of the Board of Directors of the above Company, held on the 2nd day of November, 1908, Mr. CHOI BAK CHU was appointed Acting General Manager in the place of the undersigned who has resigned that position.

CHINA COMMERCIAL S.S. CO., LTD.,
WONG MANAI,
Acting General Manager.

Hongkong, 9th November, 1908. 1542

GREEN ISLAND CEMENT CO., LTD.

LOST SHARE CERTIFICATES.

No. 6473-29788/29788-18 Shares in name of Li Lok.

No. 6476-29817/29817-66 Shares in name of Li Lok.

No. 6177-29823/29823-140 Shares in name of Li Lok and Li Kin Tong.

NOTICE IS HEREBY GIVEN that the above Certificates of the above Company, and the Original Certificates unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 10th October, 1908. 1440

AL FRESCO FETE

in aid of the Funds of the SOCIETY OF ST. VINCENT DE PAUL.

Under the Most Distinguished Patronage of H.E. the Governor Sir FREDERICK LUGARD, K.C.M.G. C.B., D.S.O.

To be held in the COMPOUND of the ROMAN CATHEDRAL, on SUNDAY, 15th NOVEMBER, 1908, from 9 P.M. to 11 P.M.

1 P.M. Admission Ticket \$1.00 which entitles to a Souvenir on presentation to the Souvenir Pavilion on the evening of the Fete only.

THE Public are respectfully invited to inspect the various stalls from 2 to 7 P.M. on 15th inst.

Tea and Cakes will be served during the afternoon.

By kind Permission of the Commanding Officer and Officers, the Band of the 13th Regiment will play from 9 to 11 P.M.

Tickets can be obtained from TO-DAY at Messrs GRACA & Co., 27, Des Vaux Road and at the Roman Catholic Cathedral Compound on SUNDAY, the 15th inst., from 9 A.M. to 7 P.M., and at the Gate on the night of the Fete.

Hongkong, 11th November, 1908. 1552

GRACA & CO.

(Established 1898.)
No. 27, Des Vaux Road, opposite the P. & O.'s Office.

Dealers in Rare Asiatic and Foreign Postage Stamps.

View and Artists' Postcards.

Novels, Cigars and all other Philatelic Goods.

Now on view a fine collection of 4,300 Stamps for \$750.

Inspection on cordially invited. 1878

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING

ABNHOLD, KARBURG & CO.
Sole Agents.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cabs Feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAYTON, Manager.

Hongkong 1st April, 1908. 43

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 8893 at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1908. 1445

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES.

FILING 8 SHOTS in 2 SECONDS.

TIEMSEN & CO.,
Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 10 CARTRIDGES.

FILING 10 SHOTS in 2 SECONDS.

CARLO WITZ & Co. Agents.

Hongkong, 13th March, 1907. 535

SANG MOW.

RATTAN and GRASS

ROENTHUR MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all orders on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

INSURANCES.

NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

THE Undersigned having been appointed AGENTS of the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates.

CRUZ, BASTO & Co.,
Hongkong, 11th November, 1908. 1648

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS of the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & Co.,
Agents.

Hongkong, 5th September, 1908. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS of the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.,
Agents.

Hongkong, 13th August 1908. 28

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907 \$18,114,624.

1. Authorized Capital.....\$3,000,000

Subscribed Capital.....2,750,000

Paid-up Capital.....687,500 0 0

Fire Funds.....3,065,374 15 7

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st July, 1908. 1019

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 1261

S. SURGEON DENTIST.

No. 10, DAUGHLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 1327

NOTICE.

LADIES, YOUR KIND ATTENTION, PLEASE!

HOOSAIN-ALI & Co. beg to announce another GREAT CLEARANCE SALE

ONE MONTH ONLY.

SUMMER AUTUMN and WINTER GOODS.

All at RED ROCK PRICES.

Don't miss this opportunity.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road, Central.

Hongkong, 1st October, 1908. 651

FOR SALE.

FOR SALE.

THREE GOOD BUTTERFLY CABINETS.

For particulars address—

"ENTOMOLOGIST,"
Care of "Daily Press" Office.

Hongkong, 8th November, 1908. 1541

CHINA EXPRESS CO.

3, DUDDELL STREET.

FOR SALE a Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOEBEL-ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.

Hongkong, 5th August, 1908. 1050

TO LET.

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers.

Apply to—

HENEY HUMPHREYS,
Alexandra Buildings.

Hongkong, 11th November, 1908. 1550

TO LET.

TO LET.

NOS. 17 and 21, SEYMOUR ROAD.

Apply to—

COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.

Hongkong, 31st July, 1908. 188

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 1st November, 1908. 135

TO LET.

TO LET.

GROUND FLOOR ROOMS in No. 2, PRINCE'S HILL.

Apply within.

Hongkong, 6th November, 1908. 1535

TO LET.

TO LET.

FROM 1st DECEMBER, 1908, "FUNG SHUI" 121, PLANTATION ROAD, THE PEAK.

This House which is admirably situated and within easy distance of the tram, is fully furnished, and contains Dining Room, Three Large and One Small Bedrooms, Dressing and Bath Rooms, Pantry, Kitchen and Laundry, Servants' Quarters, Poultry House, Large Vegetable Garden (planted with English seeds) Flower Garden and Lawn.

For further particulars apply to—

JOHNSON, STOKES & MASTER,
Solicitors.

8, Des Vaux Road Central.

Hongkong, 6th November, 1908. 1536

TO LET.

TO LET.

A BERTHOLWYN PEAK ROAD, from 1st March next. Excellently Furnished, Hot and Cold Water laid on. Tennis Court and Swimming Bath.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LTD.

Hongkong, 6th October, 1908. 1372

TO LET.

FROM 1st MAY

KOWLOON MARINE LOT 48, Yau Ma Tei. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LTD.

Hongkong, 18th January, 1908. 221

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—

SCHULDT & CO.

Hongkong, 28th July, 1908. 1018

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 33

43,000 SQUARE FEET 99 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. 184

TO LET.

A HOUSE in Wong Nei Chong Road, 1st floor.

A HOUSE in RYAN TERRACE, No. 10, DES VEAUX ROAD CENTRAL.

"HATFIELD", Conduit Road.

OFFICES in YORK BUILDING.

GOUDONS in PRAYA EAST, HONG KONG, and No. 182, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st November, 1908. 136

TO LET.

NOS. 3, OBSERVATORY VILLAS, Kowloon, FIVE-ROOMED HOUSE with Electric and Gas Lights, Tennis Court, etc. Moderate Rental.

Apply to—

SHIPPING.

ARRIVALS.

Amigo, German str., 771, Franchise, 12th Nov.
Hollow 10th Nov., General—Jensen & Co.
Boris Maru, Japanese str., 1,812, Y. Fuso, 12th Nov., Swatow 11th Nov., General—Onaka Sosen Kaisha.
Catherine Apcar, British str., 1,730, W. D. A. Thomas, 12th Nov.—Calcutta & Straits 24th Oct., General—David Sassoon & Co.
Sado Maru, Japanese str., 3,560, Geo. Anderson, 12th Nov.—London 10th October, General—Nippon Yusen Kaisha.

CLEARANCES.

At the Harbour Master's Office, 12th November.
Choyang, British str., for Swatow.
Yingsang, British str., for Shanghai.

DEPARTURES.

12th November.
EASTERN, British str., for Sydney.
Halvard, Norwegian str., for Langkat.
Hikosan Maru, Jap. str., for Rutchinotzu.
Kiyosaki, German str., for Hallow.
Mabik, German str., for Canton.
Naxos, British str., for Canton.
Oceana, British str., for Shanghai.
Pheasant, German str., for Hallow.
Vine Maru, British str., for Hakodate.
Yeboshi Maru, Japanese str., for Meiji.

SHIPPING REPORTS.

The British str. Catherine Apcar reports Moderate N.E. monsoon.

VESSELS IN DOCK.

November 12th.
ABSENCE DOCKS.—Joshi Maru, Rajaburi.
Canton Dock.—H.M.S. Whiting, Ayuthia.
Laher, Kaper, Sea Tot, Cowfield, Changsha, Ban-Tai Hainan.
CONCRETE DOCKS.—Tanjap.

VESSELS ON THE BERTH

ALTERATION.

DOUGLAS STEAMSHIP CO., LTD.
For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIYANG"
Capt. Rodg, will be despatched for the above Ports 10 DAY, the 12th inst. at 11 A.M.
For Freight and Passage, apply to
DOUGLAS, LAPEL & CO.,
General Managers.
Hong Kong, 10th November, 1908. 1546

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN"
Capt. Rodg, will be despatched for the above Port TO-MORROW, the 14th Nov. at 2 P.M.
For Freight or Passage, apply to
DOUGLAS, LAPEL & CO.,
General Managers.
Hong Kong, 12th November, 1908. 1556



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

FRANZ FERDINAND,
Capt. Rodg, will leave for the above place on WEDNESDAY the 18th inst. at 11 A.M.
This steamer has special accommodation for 1st class passengers, electric light, carries a doctor and stewardess.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Pine's Building.
Hong Kong, 11th November, 1908. 3

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"
will be despatched for the above Ports on or about the 30th November, 1908.
For Freight and Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hong Kong, 30th October, 1908. 1506

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE,"
Capt. M. Douglas will be despatched for the above Ports on or about SATURDAY, the 12th inst. at 10 A.M.
For Freight apply to
ARNHOLD KARBURG & CO.,
Agents.
Hong Kong, 12th November, 1908. 1557

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

1908-1909

FROM 1st JANUARY, 1904 TO 31st DECEMBER 1912

1012 PAGES FROM THE 1st YEAR OF THE

70th CYCLE TO THE 10th YEAR OF THE

70th CYCLE THAT IS THE 3RD YEAR OF

TUNG CHI TO THE 30th YEAR OF

KWONG SUI.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, HAMBURG & ANTWERP	GLORFURST	Brit. str.	—	H. Webster	McGREGOR BROS. & GOW	On 21st inst.
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	A. G. Cabitt, R.N.R.	SHEWAN, TOMES & CO.	About 30th inst.
LONDON & HAMBURG VIA STRAITS, &c.	SONALI	Brit. str.	—	Bokhorst	P. & O. S. N. Co.	On 2nd Dec.
HAYRE & HAMBURG VIA STRAITS, &c.	SENGAMPA	Ger. str.	k.w.	Schoe	HAMBURG-AMERICA LINE	On 17th inst.
MARSEILLES, HAYRE & BALTIC PORTS...	SEGOVIA	Dan. str.	k.w.	—	MERCHERS & CO.	On 8th Dec.
MARSEILLES, HAYRE & BALTIC PORTS...	TOURANE	Fr. str.	—	Laucella	MERCHERS & CO.	On 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 25th inst., at 1 P.M.
MARSEILLES, HAYRE & HAMBURG, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 8th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BAKATA MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 9th Dec., at D'light
MARSEILLES, HAYRE & COPENHAGEN	SCANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERICA LINE	On 22nd Dec.
NAPLES, GENOA, ALOPES, GIBRALTAR &c.	SIAM	Dan. str.	—	—	M. J. O'S. & CO.	End of December.
TRINITE, &c. VIA SINGAPORE, &c.	KLEIST	Ger. str.	—	Rad. Meyer	MELCHERS & CO.	On 18th inst., at Noon.
NEW YORK	CHINA	Brit. str.	—	Berguglian	SANDER, WIELER & CO.	On 22nd inst.
NEW YORK	WHAY CASTLE	Am. str.	—	—	SHEWAN, TOMES & CO.	About 21st inst.
DOSTON & NEW YORK	TUDOR PRINCE	Am. str.	—	McDougal	DODWELL & CO., LTD.	About 12th Dec.
BOSTON & NEW YORK	INVERCLOYDE	Am. str.	—	—	ARNHOLD, KARBURG & CO.	To-morrow, at 5 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	SHEWAN, TOMES & CO.	On 23rd inst., at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 9th Dec., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SUVERIO	Brit. str.	—	W. Shotton	DODWELL & CO., LTD.	On 19th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	JO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	K/OA MARU	Jap. str.	—	G. S. Leprik	NIPPON YUSEN KAISHA	On 8th Dec., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MANANGA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	J. Minssen	MELCHERS & CO.	On 3rd Dec., at Noon.
KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	A. E. Moore	NIPPON YUSEN KAISHA	On 24th Dec., at Noon.
CHANGSHA, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	A. E. Moore	NIPPON YUSEN KAISHA	To-morrow, at Daylight
CHANGSHA, KOBE & YOKOHAMA	CORSE	Fr. str.	—	F. Mooney	JARDINE, MATHESON & CO., LD.	On 25th inst., at Noon.
CHANGSHA, KOBE & YOKOHAMA	CHUPHONG	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	To-day, at Noon.
CHANGSHA, KOBE & YOKOHAMA	KUICHOW	Brit. str.	1 m.	A. A. Campbell	JARDINE, MATHESON & CO., LD.	On 19th inst., at Noon.
CHANGSHA, KOBE & YOKOHAMA	WOBANG	Brit. str.	—	Y. Enson	OSAKA SHOSEN KAISHA	On 15th inst., at 8 A.M.
CHANGSHA, KOBE & YOKOHAMA	BOJUN MARU	Jap. str.	—	B. Wilhelm	MELCHERS & CO.	About 18th inst.
CHANGSHA, KOBE & YOKOHAMA	GOEBEN	Ger. str.	—	Nitsche	SANDER, WIELER & CO.	On 18th inst., A.M.
CHANGSHA, KOBE & YOKOHAMA	E. F. FERDINAND	Am. str.	—	V. Dohren	HAMBURG-AMERICA LINE	On 19th inst., at Noon.
CHANGSHA, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k.w.	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	On 21st inst., at Noon.
CHANGSHA, KOBE & YOKOHAMA	HANGSANG	Brit. str.	—	M. E. Lake	JARDINE, MATHESON & CO., LD.	On 22nd inst.
CHANGSHA, KOBE & YOKOHAMA	MANANGA	Brit. str.	—	C. W. Watkins, R.N.R.	MERCHERS & CO.	On 23rd inst., P.M.
CHANGSHA, KOBE & YOKOHAMA	SCILIA	Brit. str.	—	T. Mooney	NIPPON YUSEN KAISHA	About 26th inst.
CHANGSHA, KOBE & YOKOHAMA	DUMBAE	Fr. str.	—	W. Hayward, R.N.R.	MELCHERS & CO.	On 29th inst.
CHANGSHA, KOBE & YOKOHAMA	TAKASAKI MARU	Jap. str.	—	Pand	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHANGSHA, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—	Y. Katuraki	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
CHANGSHA, KOBE & YOKOHAMA	SIAM	Dan. str.	—	Kennie	OSAKA SHOSEN KAISHA	On 15th inst., at 8 A.M.
CHANGSHA, KOBE & YOKOHAMA	ISTILIA	Ger. str.	k.w.	de Brouwer	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
CHANGSHA, KOBE & YOKOHAMA	TIPANAS	Dan. str.	—	Roche	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHANGSHA, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	Spink	DOUGLAS, LAPEL & CO.	To-morrow, at 2 P.M.
CHANGSHA, KOBE & YOKOHAMA	JOSEPH MARU	Jap. str.	—	E. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 17th inst., at 8 A.M.
CHANGSHA, KOBE & YOKOHAMA	NANCHANG	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	To-morrow, at Noon.
CHANGSHA, KOBE & YOKOHAMA	TIJIMARI	Dan. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
CHANGSHA, KOBE & YOKOHAMA	HAIYANG	Brit. str.	2 h.	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 20th inst., at 4 P.M.
CHANGSHA, KOBE & YOKOHAMA	HATTAN	Brit. str.	1 m.	B. Rodger	SHEWAN, TOMES & CO.	On 21st inst., at 4 P.M.
CHANGSHA, KOBE & YOKOHAMA	HUPEN	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
CHANGSHA, KOBE & YOKOHAMA	YUNSHANG	Brit. str.	—	F. Sembill	MELCHERS & CO.	Middle of November.
CHANGSHA, KOBE & YOKOHAMA	TRIAN	Brit. str.	—	Pedone	CAI LOUWIS & CO.	To-morrow, at Noon.
CHANGSHA, KOBE & YOKOHAMA	LOONGHANG	Brit. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	To-day.
CHANGSHA, KOBE & YOKOHAMA	ZATIBO	Brit. str.	—	A. Stewart	DAVID SASSOON & CO., LTD.	To-morrow, at Noon.
CHANGSHA, KOBE & YOKOHAMA	KALFONG	Brit. str.	1 m.	Jarriess	JARDINE, MATHESON & CO., LD.	On 27th inst., at 1 P.M.
CHANGSHA, KOBE & YOKOHAMA	BORNEO	Ger. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHANGSHA, KOBE & YOKOHAMA	CAPRI	Ital. str.	—	—	—	—
CHANGSHA, KOBE & YOKOHAMA	YAKAMIA MARU	Jap. str.	—	—	—	—
CHANGSHA, KOBE & YOKOHAMA	ARRATON APCAR	Brit. str.	—	—	—	—
CHANGSHA, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	—	—	—	—
CHANGSHA, KOBE & YOKOHAMA	TUHLWONG	Dan. str.	—	—	—	—

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Str.	Tons.	Captain.	Sailing Date.
SUVERIO	6,235	W. Shotton	On 19th November.
KUMERIC	6,235	F. S. Cowley	On 17th December.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathias	On 11th Febr., 09

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA

For further information apply to—

DODWELL & CO., LIMITED.

GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hong Kong, 20th October, 1908.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. Rud. Meyer	Wed. day, 18th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. B. Wilhelm	About Wed. day, 18th November
KUDAT & SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of November.
MANILA, YAP, NEW GUINEA, BRISBANE, SAMARAI, SYDNEY AND MELBOURNE	"MANILA" Capt. J. Minssen	Thursday, 2nd Dec., at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hong Kong, 7th November, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMERALD LINE" leaving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hong Kong	Arrive Vancouver
"EMPEROR OF CHINA"	6,000	SATURDAY, 25th Nov.	19th Dec.
"MONTEAGLE"	6,133	WEDNESDAY, 9th Dec.	2nd Jan. 09
"EMPEROR OF INDIA"	6,000	SATURDAY, 19th Dec.	9th Jan. 09
"EMPEROR OF JAPAN"	6,000	SATURDAY, 18th Jan.	5th Febr. 09
"EMPEROR OF CHINA"	6,000	SATURDAY, 13th Febr.	5th March 09
"MONTEAGLE"	6,133	TUESDAY, 2nd March	26th March 09

"EMPEROR OF CHINA" Steamships will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.

S.S. "GLENFARG" is a freighter only and does not carry Passengers.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.P. NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hong Kong to London, call at the 7th Canadian Atlantic Porters New York 27.10

Intermediate call at Vancouver, 24.0, 24.0, 24.0

First Class route to London includes port of call and berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "DUMFRIES" carries 1,000 tons Passengers only, at intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL FARES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and 1st St., 1st St., Blake Pier.

Hong Kong, 11th November, 1908.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ & CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA" Capt. Boyer	On 23rd Nov., P.M.
MARSEILLE VIA PORTS	"TOURANE" Capt. Boyer	On 24th Nov., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 7th Dec., P.M.
MARSEILLE VIA PORTS	"ARMAND BEHIC" Capt. Guionnet	On 8th Dec., 1 P.M.

Transhipping on the C.O. Steamers at Singapore to Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27.10, up to 27.10. 20 hours Railway from Marseilles to London. Interpretation meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,

Queen's Building.

Hong Kong, 11th November, 1908.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"
Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 14th inst., at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
Agents.
Hong Kong, 12th November, 1908. 1543

NAVIGAZIONE GENERALE

ITALIANA.
(Fiorio and Rubattino United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon 14th	See Special
Y. CALL	Capt. J. D. Andrews, R.N.R.	Nov.	Advertisement.
SHANGHAI MOJI, KOBE	SICILIA	On 22nd	Freight and
and YOKOHAMA	Capt. C. W. Watkins, R.N.R.	Nov.	Passage.
SHANGHAI	DEVANHA	About 26th	Freight and
	Capt. W. Hayward	Nov.	Passage.
LONDON and ANTWERP	SOMALI	On 2nd	Freight and
VIA SINGAPORE, PEN- ANG, COLOMBO	Capt. A. G. Cabell, R.N.R.	Dec.	Passage.
SAID and MARSHELLS			

For further Particulars, apply to

E. A. HEWETT
Superintendent.

Hongkong, 13th November, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOLLAND and HAIPHONG	"HUPEH"	On 17th Nov., 8 A.M.
MANILA	"TEAN"	On 17th Nov., 4 P.M.
NINGPO and SHANGHAI	"CHENAN"	On 17th Nov., 4 P.M.
TIENTSIN	"KUEICHOW"	On 18th Nov., 4 P.M.
AMOI and SHANGHAI	"WANGANG"	On 18th Nov., 4 P.M.
CEBU and ILOILO	"KALFONG"	On 20th Nov., 4 P.M.
MANILA ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 21st Nov., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. Cargo booked
through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
TELEPHONE 86.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE.

Hongkong, 13th November, 1908.

AGENTS.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's Arabian and Persian Service to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 18th Nov.	S.S. SENEGAMBIA ... 17th Nov.
S.S. ISTRIA ... 5th Dec.	S.S. SEGOVIA ... 6th Dec.
S.S. BARCELONA ... 17th Dec.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. ANDALUSIA ... 27th Dec.	S.S. SITHONIA ... 3th Dec.
S.S. SAXONIA ... 9th Jan., 09	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. SCANDIA ... 22nd Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 12th November, 1908.

Hongkong Office.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN VIA WEIHAH	"CHIPSING"	Friday, 13th Nov., Noon.
WEI & CHEFOO	"YUENSANG"	Friday, 13th Nov., 4 P.M.
MANILA	"WOSANG"	Sunday, 15th Nov., 11 A.M.
SHANGHAI	"HANGSANG"	Thursday, 19th Nov., Noon.
MANILA	"LOONGSANG"	Friday, 20th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"NAMSANG"	Saturday, 21st Nov., Noon.
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Friday, 27th Nov., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing
a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin
and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 13th November, 1908.

GENERAL MANAGERS.

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OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
(SUBJECT TO ALTERATION)

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, "BUJUN MARU"		SUNDAY, 15th Nov.,
AMOI & FOCHOW	Capt. Y. Fushino	at 8 A.M.

FOR	THE CO.'S S.S.	LEAVING
TAMSHUI VIA SWATOW, "JOSHIN MARU"		SUNDAY, 15th Nov.,
& AMOI	Capt. Y. KAWABAKI	at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class
Passengers and are fitted throughout with electric light. First-class Cabins Amidships
Unreserved Table

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch
Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 12th November, 1908.

T. ARIMA, Manager.

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CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo,
Singapore, Hongkong, Chinsanto, (Peking Tientsin), Kobe, Yokohama.
GAKO to HONGKONG in 30 DAYS.
NAPLES to HONGKONG in 23 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed,
Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver
Passengers to Overland and Europe }
Yokohama to VANCOUVER } 13 DAYS
YOKOHAMA to LONDON and PARIS 28 DAYS

HOMeward via MAGELLAN STRAITS:—Maricao, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

—CORSE ... 26th Nov. | AMIRAL MAGON ... 4th March 09

—AMIRAL DUPRE ... 11th Jan. 09

—New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly
equipped with single berth cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, Acting Agent,
FRENCH MAIL OFFICE.

Hongkong, 12th November, 1908.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and	KANAGAWA MARU	WED'DAY, 25th Nov.,
ANTWERP, via SINGA-	Capt. N. Ohno	at Daylight
PORE, PENANG, HAKATA MARU	Tons 6169	WED'DAY, 9th Dec.
COLOMBO, and PORT SAID	Capt. T. Mural	at Daylight
VICTORIA, B.C. and S' IYO MARU	Tons 6320	TUESDAY, 24th
SEATTLE, via SHANGHAI,	Capt. S. Ishikawa	Nov., at 4 P.M.
MOJI, KOBE, YOKOHAMA,	S. KAGA MARU	TUESDAY, 8th
and YOKOHAMA	Capt. S. S. Laprak	Dec., at 4 P.M.
SYDNEY and MELBOURNE,	Capt. T. Sekine	FRIDAY, 27th Nov.,
ISLAND, TOWNSVILLE	Tons 3817	at Noon
and BRISBANE	Capt. A. E. Moss	THURSDAY, 24th Dec.,
BOMBAY via SINGAPORE,	WAKAMIYA MARU	FRIDAY, 13th
and COLOMBO	Capt. T. Yamawaki	Nov.
KOBE and YOKOHAMA	SADO MARU	SATURDAY, 14th Nov.,
NAGASAKI, KOBE and	Capt. Geo. Anderson	at Daylight
YOKOHAMA	Tons 6227	WED'DAY, 25th Nov.,
SHANGHAI and KOBE	Capt. A. E. Moss	at Noon
	TAKASKI MARU	THURSDAY, 26th
	Capt. A. Mosker	November.

* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.
† Through Passenger Tickets issued to the Principal Offices in the United States, Canada
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic
Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama,
1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,

MANAGER.

Hongkong, 12th November, 1908.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD. ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and	"CANTON"	20th November.
BALTIC PORTS	"SIAM"	29th November.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	29th November.
MARSEILLES, HAVRE and	"SIAM"	End of December.
COPENHAGEN		

For Further Particulars, apply to

Hongkong, 12th November, 1908.

MELOHERS & CO.

AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon and ships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDSS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 14th Nov., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 21st Nov., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 2nd November, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of Nov.	JAVA	First half of Nov.
TJIMAH	JAVA	First half of Nov.	AMOI	Second half of Nov.
TJULATJAP	SHANGHAI	First half of Nov.	JAVA	Second half of Nov.
TJIKINI	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJIPANAS	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the—

JAVA-CHINA-JAPAN LIJN.

Yokohama, 1st Floor.
Hongkong, 6th November, 1908.

Telephone No. 375.

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SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE

BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer
"Kobe Maru" (2,377 tons) sailing from Dairen every Monday and from Shanghai
every Friday, in connection with the South Manchurian Express and Trans-Siberian
Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwantung
(in connection with Siberian Express trains at Harbin) by a train composed of excellently
equipped Sleeping and Dining Cars expressly built for the Company by the Pullman
Car Co. (This Service is available after October 28th, 1908)

BRANCH RAILWAY LINES:
BYOJUN LINE—For Byojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchwang), 1 hour from Tashihchiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suohiao Junction.
ANJUNG-HSIAO LINE—A light railway from Mukden to Antung-Hsien connecting
with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add. "YAMATO").
At DAIREN (Dairen), PORT ARTHUR and CHANGCHUN (KWANGCHENGZU),
and also very shortly at MUKDEN, all managed by the Company and provided
with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANITSA." Codes: A.B.C., 5th Ed., AT, and Lieber's.

1908

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns,
3000 h.p., Com. C. T. Fuller, Hongkong
Astrak, 2nd class cruiser, 4300 tons, 10 guns,
7000 h.p., Captain F. E. C. Egan,
Hongkong
Bedford, 1st class cruiser, Capt. S. E. Erskine,
R.N., Hongkong
Bramble, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. Hon. R. O. D. Bridgeman, Shanghai
Britomart, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. F. H. Noble, Shanghai
Cadmus, British sloop, 1070 tons, Comdr. H. L.
P. Head, Hongkong
Cherry water tank and tug, 300 tons, 300 h.p.,
Master S. West, Hongkong
Clio, British sloop, 1070 tons, Comdr. C. T.
Burrett, Hongkong
Fame, torpedo-boat destroyer, 310 tons, 1
gun, 5700 h.p., Lieut. Comdr. G. G. Gresson,
Hongkong
Flora, 2nd class cruiser, 4300 tons, 10 guns,
7000 h.p., Capt. Roland Nugent,
Shanghai
Handy, torpedo-boat destroyer 275 tons, 6 guns,
4000 h.p., Lieut. Comdr. B. J. D. Gay, V.O.,
Hongkong
Har, torpedo-boat destroyer, 275 tons, 6 guns,
4000 h.p., Lieut. Comdr. G. C. Diakon,
Hongkong
Janus, torpedo-boat destroyer, 281 tons, 6 guns,
3800 h.p., Lt. Comdr. C. A. Freeman, H.
Hongkong
Kent, 1st class cruiser, 9800 tons, 14 guns,
22000 h.p., Capt. G. O. A. Macrossan,
Hongkong
King Alfred, 1st class cruiser, Flag ship of
Vice Admiral the Hon. Sir Hadoworth
Lambton, Commander in Chief, 14,100 tons,
13 guns, 30,000 h.p., Capt. L. Clifton-
Baker, Hongkong
Kinsla, river gunboat, 616 tons, Lieut. Comdr.
T. J. S. Lyons, Yangtze
Merlin, surveying ship, 1070 tons, 6 guns, 1400
h.p., Comdr. F. H. Walter, Jesselton
Monmouth, cruiser, 9800 tons, Capt. G. W.
Smith, Hongkong
Moorhea, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. J. C. Wainwright, West River
Nightingale, river gunboat, 85 tons, 240 h.p.,
Lieut. Comdr. R. S. Roy, R.N., Yangtze
Otter, torpedo boat destroyer, 385 tons, 6 guns,
6300 h.p., Hongkong
Robie, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. J. White, West River
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. H. B. Tickle, West
River
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Alex Dixon, Yangtze
Taka, torpedo boat destroyer, Gunner Barlow
"Hongkong"
Tamar, receiving ship, 4500 tons, 6 guns,
Rear Admiral Stokes, Hongkong
Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. H. L. Godfre, Yangtze
Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. H. T. Aitlay, Yangtze
Virago, torpedo-boat destroyer, 394 tons, 6 guns,
5300 h.p., Commander, Stevenson
Hongkong
Waterwitch, surveying ship, 620 tons, 450 h.p.,
Lieut. Comdr. H. P. Douglas, Singapore
Whiting, torpedo-boat destroyer, 280 tons, 6
guns, 3,900 h.p., Lieut. Comdr. J. Kiddie,
Hongkong
Wildgeon, gunboat, 195 tons, 2 guns, 800 h.p.,
Lt. Comdr. John F. Kuer, Yangtze
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. H. E. V. Cottrell, Dornier,
Yangtze
Woodlark gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. G. R. Livingstone, Yangtze

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1908, With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
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Hongkong 13rd July 1909

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD, "DOCK."
A1 A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 1.	DOCK No. 2.	DOCK No. 3.
Extreme Length ... 723 feet	Extreme Length ... 623 feet	Extreme Length ... 571 feet
Length on Blocks ... 714	Length on Blocks ... 613	Length on Blocks ... 550
Width of Entrance on Top ... 964	Width of Entrance on Top ... 88	Width of Entrance on Top ... 66
Width of Entrance on Bottom ... 891	Width of Entrance on Bottom ... 77	Width of Entrance on Bottom ... 63
Water on Blocks at Spring Tide ... 341	Water on Blocks at Spring Tide ... 81	Water on Blocks at Spring Tide ... 28

PATENT SLIP.
Suitable for vessels up to 1,000
TONS. WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIALS
always kept on hand.
THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 h.p.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for service.

Cutler, Palmer & Co.'s



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